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NEW DESIGNATION TEMPORARY RESERVE UNITS AFLOAT ESTABLISHED

A new and effective solution to the problem of establishing units of temporary reservists sometimes originating in Auxiliary flotillas and sometimes being organized as Volunteer Port Security forces has been developed in the Eighth Naval District, where the designation Temporary Reserve Units Afloat is now in existence. These Temporary Reserve Units Afloat are the basic units of a Temporary Reserve Force Afloat. A standard unit is composed of 65 officers and enlisted personnel, each of whom has volunteered for a minimum of 12 hours of duty per week. They will be selected and organized to provide a competent 4-man continuous watch for a standard 38-foot picket boat or similar craft.

A Reserve Unit Afloat, under the New Orleans plan, will be assigned to a local Coast Guard base or station, to take over a specific vessel. The unit will care for and operate this vessel, and it is not expected that it will require any assistance from regular service personnel. Ordinary upkeep will be the responsibility of the unit, but repairs requiring a lay-up will not be undertaken. Service of the members of a unit will be restricted to the vessel to which regularly assigned, except in possible emergencies.

A part of the New Orleans plan is the establishment of a standard authorized complement for a Temporary Reserve Unit Afloat, and also the establishment of the complements of Temporary Reserve Forces Afloat where these consist of several of the smaller units.

While it is the intention of the District that the existing units of the Coast Guard Auxiliary, an entirely nonmilitary organization, shall be looked upon as a training ground, leadership in these organizations is not an assurance of

leadership in the Temporary Reserve Units Afloat. Neither is it necessary for a man to have been an Auxiliary member to enter the latter organization.

RECRUIT TRAINING OF SPARS TO BE PLACED ON A REDUCED BASIS

The recruiting and training of SPARS has been placed upon a reduced basis, as the quota of the Women's Reserve of the Coast Guard is now substantially filled. The last boot class to enter upon recruit training at the Coast Guard Training Station, Palm Beach, Fla., will convene on 16 December, after which recruiting will be chiefly for replacement purposes. When this class has completed training the Palm Beach station will be closed, and the advanced training of SPARS will be transferred to Manhattan Beach, N. Y., with the class beginning on 6 January. It is expected that a portion of the Manhattan Beach Training Station, previously used only for men, will be remodeled and ready for SPAR occupancy, at which time classes for yeomen and storekeepers, and also training in general office procedure will be set up.

Three barracks buildings of those at the Manhattan Beach Training Station, N. Y., will be remodeled for the use of the SPARS. Principal changes will consist of dividing the present large dormitories into smaller rooms each intended to accommodate four girls. In addition to this, special laundry facilities will be provided in each building.

Messing facilities will be provided by reserving one section of the main mess hall at the training station for the exclusive use of the SPARS. This mess hall is so constructed that four main areas are served by common galley facilities, yet may be operated separately. Food service will be provided by two cafeteria lines.

¹ Published with the approval of the Director of the Budget.

Recreational and gymnasium facilities will be provided for the SPARS by reserving the gymnasium for their exclusive use at certain periods, and a sick bay will be established in one of the remodeled barracks buildings.

The SPAR organization was founded on 23 November 1942, by Presidential Proclamation, and has therefore just completed its second year. SPARS are also preparing for their first duty outside the United States, with a contingent of approximately 300 to be assigned to Alaska and approximately 200 to Hawaii early in 1945.

255-FOOT CUTTER OF OWASCO CLASS LAUNCHED AT SAN PEDRO

The 255-foot cutter *Wachusett*, of the Owasco class, was launched at the yard of the Western Pipe and Steel Co., San Pedro, Calif., on 5 November. Mrs. J. E. Fairbank, the wife of Commander Fairbank, USCG, who is on duty in the office of the supervisor of shipbuilding in the Twelfth Naval District, acted as sponsor at the ceremonies.

The *Wachusett* has a length overall of 255 feet, a beam of 43 feet, a draft of 15 feet, and a displacement of approximately 2,000 tons. Turbo-electric propulsion developing 4,000 horsepower will be available to turn a single screw.

SECURITY SHIELD OF HONOR AWARDED TO TENNESSEE VALLEY AUTHORITY

The Coast Guard's Security Shield of Honor was presented to the Public Safety Service of the Tennessee Valley Authority at ceremonies held in Knoxville, Tenn., on 9 November, at which Vice Admiral Woesche was the principal speaker. In his remarks Admiral Woesche pointed out the importance of the dams and related structures of the Tennessee Valley Authority and the tremendous contribution which the huge production of electrical energy alone has made to the industrial output of the country, without which the Army and Navy could not be supplied.

While the protection of the works of the Tennessee Valley Authority was the joint task of that organization and the Coast Guard, the greater portion of this joint endeavor had been undertaken and accomplished by the T. V. A. through its Public Safety Service. The work of this organization was mentioned specifically in the citation which accompanies the award of the Security Shield of Honor, and which read as follows:

For valued and important contributions to the Port Security program of the United States Coast Guard. Since the inception of this program, the Public Safety Service of the United States, Tennessee Valley Authority, consisting on an average of a force of 700 highly trained and exceptionally supervised guards, has rendered invaluable service to the Coast Guard in connection with the successful prosecution of its Port Security program in the Tennessee River section. This organization has provided, through the use of the most modern security devices, protection on locks and dams of the Tennessee River over and above accepted minimum requirements; and the close cooperation afforded the Coast Guard by the Public Safety Service, together with the fact that there has been no duplication of the protection programs carried out by each organization, has enabled the Coast Guard to effect considerable savings of manpower. The Public Safety Service has further cooperated to the utmost degree with the Coast Guard by strictly enforcing all regulations established for the protection of restricted areas in the Tennessee River section.

NEW UNITS OF TEMPORARY RESERVE ON WEST COAST ACTIVATED IN NOVEMBER

A conference of commanding officers of Volunteer Port Security Forces and Temporary Reserve units, was held on the 6th and 7th of December at Headquarters, for the consideration of matters concerning the continued operation of the temporary reserve forces. Captain A. C. Marts presided at the conference which was addressed by several of the Headquarter division chiefs. Secretary of the Navy Forrestal accepted an invitation from Admiral R. R. Woesche to meet with these volunteer temporary reservists for dinner at the Hotel Washington on the evening of 7 December.

A conference of the officers of all temporary reserve units afloat, of the 13th Naval District was held in Seattle, Wash., on 10 November, this being attended by Commander Amos Peaslee, of the Headquarter Temporary Reserve Division and Lieutenant Commander Kelsey of the Headquarter Port Security Division.

Following the Seattle conference the headquarters officers proceeded to Portland, Oreg., where, on 11 November, a Temporary Reserve Unit was turned over from headquarters to district responsibility. On the following day there was a ceremony in Seattle, Wash., for a similar purpose.

The Temporary Reserve unit at Portsmouth, N. H., has been placed in an unassigned status. Commodore Derby, District Coast Guard Officer of the 1st Naval District, inspected over 300 men of this unit on 13 November and presented them with the Coast Guard Shield of Honor for their outstanding cooperation.

AIDS TO NAVIGATION TRAINING SCHOOL AT GROTON WILL OPEN DECEMBER 15

A new Coast Guard school for the training of enlisted men in the servicing of the aids to marine navigation is to open on 15 December as a part of the Coast Guard Training Station, at Groton, Conn. This new training is being projected as a long-range activity, to be continued after the present emergency. The course of instruction which will be given, as now planned, will require about 16 weeks, in which time the operation and maintenance of all types of navigation aids such as lighthouses, fog signals, radiobeacons, lightships, and buoys will be covered.

The new training course will be open only to men of high caliber who are first class or chief petty officers in the machinist's mate, motor machinist's mate, or electrician's mate specialties, or in other ratings if having mechanical ability or experience. Men to be accepted for the course must signify their willingness to perform the type of work to which the schooling leads and their acceptance of the probable future duty locations. Selections will also be restricted to men who indicate an intention to remain in the service.

The new course will provide for the training of four main classes of personnel; those who will be assigned as keepers of lighthouses, men qualified for certain assignments on lightships, specialist members of the crews of cutters servicing buoys and unattended lights, and specialists detailed to field parties for the accomplishment of major installation and servicing projects. Divided on the basis of the types of signals involved, the training will consist of studies of lighting equipment, fog signal apparatus, and radiobeacons, to which will be added electric wiring, electric batteries, gasoline engines, and air compressors.

After the men have successfully completed this course, they will be assigned to Coast Guard depots for further practical and on-the-job training in the maintenance and operation of aids to navigation equipment. Upon completion of this period of training the successful candidates will be ready for assignment to active duty on a cutter of the tender class, on any light station, at a repair depot, or wherever enlisted men are needed to deal with aids to navigation work. At the completion of the depot training it is expected that some of the more qualified men will be assigned to factorles that manufacture aids to navigation equipment where they will be given detailed and advanced

training in the adjustment and operation of this equipment.

Since only a limited number of men can receive training at the new school, it is intended that they shall, when returned to their districts upon successfully completing the course, be placed in key position and serve as instructors.

As the work for which the men who attend the new school are to be trained to handle is entirely practical and of a mechanical nature, there has been assembled for teaching purposes a very complete collection of typical equipment. For the teaching of the subjects connected with buoyage there are several standard types of buoys and specimens of all the usual types of signaling apparatus with which they may be fitted. This apparatus includes all the items of acetylene lighting equipment, such as accumulators, pressure regulators, flashers, burners, lenses, and lanterns; also electric buoy lighting parts such as batteries, battery racks, flashers, lamp changers, lamps, lenses, and lanterns. The various parts of whistle, bell, and gong signals are also available for demonstrations, and also carbon dioxide bell strikers, electrically operated trumpets, and their associated parts.

The apparatus typical of attended lighthouses which has been assembled includes lenses of various types, signal timers, speed reduction gears and other parts of revolving mechanisms, and the various types of lamps both electric and oil. The studies will also include the operation of gasoline driven electric generators, storage batteries, and other electrical equipment used in the operation of attended lights.

In addition to the studies of buoy lighting apparatus, the various types of acetylene and electric lights maintained on unattended fixed structures will receive attention. All types of fog signals, operated by compressed air and by electricity, will be available for demonstration, and students will become familiar with all phases of their installation and maintenance.

The study of radiobeacon operation will be facilitated by a complete typical installation. From this students will become familiar with all the major parts which constitute a signal of this type, and will learn to make the more simple adjustments expected of station personnel. In addition they will be taught the basic principles of radiobeacon installation, including the erection of power plants, synchronization of these signals with the sound-in-air signals for distance finding, and the wiring of all controls and interconnections.

The present program has been inaugurated by the Training Division at

Coast Guard Headquarters, with the assistance of several of the technical divisions involved. Lt. Harold C. Blair, USCGR, formerly chief inspector of engineering materials in the 3d Naval District will be in charge of the instruction and will have as his assistants two enlisted men with qualifications in this field.

CORRECTION IN DATE

The effective date of the amendment to the Pilot Rules for Western Rivers covering the use of a visual signal in conjunction with all whistle signals, was inadvertently stated to be 1 January 1943, in one part of the article on this subject in the November COAST GUARD BULLETIN. This date should have been 1 January 1945, as was correctly stated in the opening paragraph of the article in question. The following is a correct quotation of the amendment to Part 332 of the Pilot Rules for Western Rivers, this being an addition to the present paragraph of this number.

§ 332.10a. Visual signal. As soon as practicable but not later than 1 January 1945, all whistle signals shall be further indicated by a visual signal consisting of an amber-colored light so located as to be visible all around the horizon for a distance of not less than 1 mile. This light shall be so devised that it will operate simultaneously and in conjunction with the whistle-sounding mechanism, and remain lighted or visible during the same period as the sound signal.

CONSTRUCTION OF NAVY TUGS BUILT AT COAST GUARD YARD COMPLETED

Two of the 100-foot steel harbor tugs under construction for the Navy at the Coast Guard Yard, were launched on 28 October. They are the U. S. S. *Wallcut* (YTB-420) and U. S. S. *Windigo* (YTB-421). The Yard has built eight tugs for the Navy and these are the last two to be launched.

NEW WAR SAFETY MEASURE FOR LAKE WASHINGTON CANAL IS PROMULGATED

As a safety measure to prevent injury to lock gates and the possibility of the canal being made inoperative, the United States Army Engineers have just issued a new provision of the regulations governing the use of the Lake Washington Ship Canal, Seattle, Wash. This regulation prohibits the use of wire rope for tie-up lines by all vessels not

equipped to handle such lines with power winches. Vessels not having power winches must be equipped with suitable mooring lines of manila or other suitable fiber, of size sufficient to hold the vessel against the currents to be met within the lock chamber.

Vessels may be denied the use of the locks if their lines are not in good condition, or if the towing bits on barges are not accessible or are not equipped to prevent lines from slipping off when the water is lowered in the lock.

Recently a vessel equipped only with wire rope, but without power winches, had difficulty in handling these lines by manpower, and the vessel very nearly crashed through the lock gates.

NEW REQUIREMENTS FOR LIFEBOAT HATCHETS MADE EFFECTIVE 1 DECEMBER

New requirements for hatchets to be used, as items of equipment of lifeboats and liferafts for vessels of the merchant marine, became effective on 1 December. These requirements apply to Sections 59.11 (j) and 60.9 (j) of the Ocean and Coastwise General Rules and Regulations; Sections 33.3-(i), 33.3-2 (g), and 33.3-(c) of the Tanker Regulations, and appropriate sections of the Great Lakes, Rivers, and Lake, Bay and Sound Regulations, and also the Emergency Regulations.

The purpose of the new requirements is to secure for lifeboat and liferaft use a hatchet with a forged steel head, cast iron hatchets having sometimes been supplied in the past. The new regulations apply to all new construction and also to replacements.

CUMULATIVE INDEX OF CODE OF FEDERAL REGULATIONS NOW ON SALE

Several chapters of the Cumulative Supplement to the Code of Federal Regulations have been published and are now obtainable from the Superintendent of Documents, Washington, D. C., including books 7 and 8 which contain the material chiefly affecting the Coast Guard.

Book 7 embraces chapter 1 of title 33 in which are to be found such regulations as those of the Coast Guard Reserve, whaling, etc. It also includes chapter 3 of title 33, consisting of amendments to the pilot rules from 2 June 1938 to 1 June 1943.

Book 8 contains title 46 entitled "Shipping," and is divided into 3 chap-

ters. Chapter 1 contains all amendments issued by the Coast Guard and the former Bureau of Marine Inspection and Navigation covering the merchant marine inspection regulations. Chapter 2 contains the regulations of the United States Maritime Commission. Chapter 3 contains the regulations of the War Shipping Administration. All 3 chapters contain material covering the period from 2 June 1938 to 3 June 1943. This is the most up-to-date code of regulations published by the Federal Register. Each volume or book is sold for \$3 per copy.

MILD WEATHER DELAYS WINTER CLOSING OF NAVIGATION ON THE GREAT LAKES

Closing of navigation upon the Great Lakes this year took place at a comparatively late date because of the mildness of the weather. Following the usual practice, the keepers were withdrawn from the isolated offshore stations on a definite schedule, and automatic winter lights of reduced candle-power placed in operation.

In Lake Michigan the removal of keepers by the cutters began at White Shoal at the Straits of Mackinac and proceeded southward in the main portion of the lake and also in Green Bay. Most of the attended stations were closed during the first few days of December. In Lake Huron, Spectacle Reef, Martin Reef, Poe Reef, and Detour Reef Light Stations were closed at about the same time.

Withdrawal of lighted buoys began on Lake Superior shortly after the middle of November and on Lake Huron about the first of December. In Lake St. Clair, the St. Clair River, the Detroit River, and Lake Erie, buoy removal began early in December. In Lake Ontario all buoys were scheduled for removal between 12 November and 1 December, the work proceeding from west to east. Unlighted buoys in the more important channels where it is necessary to maintain navigation to the latest practicable date will be allowed to remain on station.

NEW EDITIONS OF VESSEL INSPECTION REGULATIONS NOW BEING DISTRIBUTED

A new edition of the publication General Rules and Regulations for Vessel Inspection, Bays, Sounds, and Lakes, other than the Great Lakes, is now being

distributed, having been issued under date of August 1944. This volume supersedes the regulations of September 1942. It contains mostly minor changes which have been published in the Federal Register, bringing together in one volume all the changes and amendments made since the issuance of the last edition. The new edition contains 87 pages, and is indexed, and illustrated with line-cuts.

There is also being distributed a new edition of the General Rules and Regulations for Vessel Inspection—Great Lakes, issued under the same data as the above. This likewise contains only minor changes.

COLUMBIA RIVER LIGHTS ARE GIVEN NEW PAINT PATTERN TO IMPROVE VISIBILITY

A revision of the color scheme for structures supporting automatic lights on the Columbia River has recently been made as a means of improving the visibility of these aids to navigation. White painting has been introduced as a means of making the structures more conspicuous against the background of forests which line most of the river.

Most of the automatic lights along this river are supported on clusters of piles, many of them being erected in deep water. The piling must extend a considerable distance above normal water level in order that the lighting apparatus remain visible and in operating condition in time of flood, and is topped by a small platform. The small houses formerly mounted on these platforms which held the lighting apparatus, were painted either black or red, in accordance with the side of the channel which they marked. These colors, being dark in tone, did not contrast with the natural background of trees, and made the aids somewhat difficult to pick up from a distance. In the remodeled structures, the upper portions of metal can and nun buoys have taken the place of the small houses. These buoy bodies are painted white to improve the visibility, with a 12-inch band at the top painted either red or black, to indicate on which side the aid is to be passed.

The metal buoy bodies have been fitted with doors so that the lighting apparatus may be placed within, with the lantern mounted on the top. An inspection of these aids from the air as well as from the water has shown that they are a great improvement over those formerly in use.

**PLASTIC IMPREGNATED FABRIC
BUOYS NOW BEING GIVEN
EXHAUSTIVE TRIALS**

Plastic as a material for the construction of buoys is now being given a trial by the Coast Guard, over 200 buoys of this type now being in service. All districts have been supplied with small quantities of the buoys in order that the effects of climate, and all the various conditions under which buoys must serve, can be observed.

Buoys of the new material have been obtained from several manufacturers, and while the plastic product of each is sold under a trade name, the basic materials in the buoys under test are phenolic resin, urea formaldehyde, and ethocel plastic. The methods used in constructing the buoys also differ among the various companies, but in all cases the buoys are formed of plastic impregnated fabrics built up in layers to the desired thickness.

The plastic buoys now in use are all third class special nuns and cans with the exception of 20 Mississippi River buoys which are 15 inches in diameter. These buoys are fitted at the top with a metal lifting eye, and at the bottom

with a metal mooring eye which extends into a cast iron or concrete block inside the buoys serving as ballast.

One manufacturer, in seeking a satisfactory form over which to apply the plastic-impregnated canvas in the construction of the buoy, used styrene foam. This material, resembling certain of the products used for insulating purposes, and in weight being somewhat lighter than balsa wood fiber, remains inside the buoy helping it to retain its buoyancy even if the outer shell is punctured.

In most of the manufacturing processes there are from 6 to 8 layers of impregnated fabric applied over the forms, the walls thus formed being approximately one-half inch thick. The fabric used is a heavy duck, and the wall construction not unlike that of automobile tires.

Advantages claimed for the new plastic buoys, in comparing them with steel buoys of similar size, are lighter weight, greater ease in handling, greater freeboard permitting use in deeper water, and lack of need for painting. These buoys do not need painting as the proper color is mixed with the plastic and the buoy walls are thus the same color all the way through.

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